

## IN THE CLAIMS

1. (currently amended) A clamp for a handlebar on a motorcycle comprising:
- a first split ring for engaging a fork tube on the motorcycle,
  - a second split ring having an axis parallel to and integrally connected to the first split ring, with the split rings having an independent non-collinear coplanar parallel planar splits gaps,
  - wherein both split rings have a respective locking portion integral with ~~the~~ each split ring having a first post aperture and a second post aperture, one on either side of a gap in the split ring, and a bolt aperture through the locking portions, wherein the bolt apertures have bores with parallel axes,
  - a first post having a smooth wall aperture therethrough and a second post having an aperture with a threaded wall therethrough, and
  - a two bolts for extending through the locking portion apertures and the posts for engaging the threads of the second post to adjust the size of gap between the locking portions and tightening or loosening the first split ring on the fork tube of the motorcycle and tightening or loosening the second split ring on a handlebar.
2. (currently amended) A clamp for a handlebar on a motorcycle as in claim 1 further comprising,
- a handlebar having an L shape with a column for engaging the second split ring, and a hand grip portion extending perpendicularly from the column.
3. (currently amended) A clamp for a handlebar on a motorcycle comprising:
- a first split ring with a first adjustment screw for adjustably engaging a fork tube on the motorcycle,

a second split ring with a second adjustment screw, the second split ring having an axis parallel to and integrally connected to the first split ring,

an "L" shaped handlebar having a round tube vertical column portion adjustably held in place by the second split ring, and a horizontal handgrip portion perpendicular to and extending only on one side of the column portion,

wherein both split rings have a respective locking portion integral with their respective split rings, such that the first split ring can be tightened or loosened to install or adjust the position of the clamp axially and radially along the fork tube and the second split ring can be tightened or loosened to install or adjust the position of the handlebar axially and radially in the second split ring, whereby an infinite range of motion of the handlebar is allowed by independently moving the clamp up and down on the fork and rotating the clamp on the fork, and by independently moving the handlebar up and down in the clamp and rotating the handlebar in the clamp.

4. (currently amended)        A clamp for a handlebar on a motorcycle as in claim 3 wherein, the splits in the split rings are on separate parallel ~~lines~~ planes.